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25X1

2/20/62 [REDACTED] kh

MR. HOUSTON: Colonel Edwards and [REDACTED] are the
next witnesses.

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. . . . Colonel Edwards and [REDACTED] were then sworn as
witnesses by Judge Prettyman

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COL. EDWARDS: Sheffield Edwards, Office of Security, CIA.

[REDACTED] Security Officer, Security
Research Staff.

COL. EDWARDS: Would you ask the Board's permission to go off
the record, and I think that the secretary ought to leave. I have to bring in some
points on the private life of Powers and his family that the Board I think should
take up their minds whether it is pertinent to their investigation. I would like at
first to brief the Board on this off the record. I will ask [REDACTED] then to
brief the Board on his clearance, his investigation, and other investigations that
my office has done after his capture, but I think in all equity to Mr. Powers I should
brief the Board off the record on certain sensitive points that effect him personally
and may not effect his case.

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MR. HOUSTON: First, I'd like to put on the record that your office,
Colonel Edwards, had full responsibility for the security investigation.

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2/20/62/[REDACTED]kh/2

COL. EDWARDS: Our office and the Air Force. He was investi-
gated by the OSI of the Air Force. The investigation was brought up to date --
national agency checks -- by CIA.

MR. HOUSTON: You had full access to the results of the Air Force
investigation?

COL. EDWARDS: He was cleared on the basis of an appraisal of the
OSI, on the polygraph, on up to date national agency checks on himself and his
family.

MR. HOUSTON: May we go off the record?

JUDGE PRETTYMAN: Surely. Clear the room.

. . . . The room was cleared and the meeting went off the
record at 1025 hours. At 1105 hours the meeting went back on the record

MR. HOUSTON: Colonel Edwards, could you and [REDACTED]
give the Board the description of the security investigation and the results of it?

[REDACTED] I am the custodian of the Security File of Francis
Gary Powers, having been permanently charged to me since 2 May 1960.

The first security action appearing in his file is a certification
of a TOP SECRET clearance from the Air Force to CIA for purposes of contact

[REDACTED]

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2/20/62, kh/3

for recruitment, and this was in March of 1956. The second security action appearing in Mr. Power's Security File is a polygraph taken on 10 April 1956 which polygraph was judged to be with favorable results. The next security action is in July 1956 in which his Air Force investigation was brought up to date by national agency checks. National Agency checks being conducted at the Army, the Navy, State Department, Civil Service Commission, House Committee on Un-American Activities, and the Investigative and Fingerprint Files of the Federal Bureau of Investigation. The Air Force investigation was conducted by the Air Force, OSI in 1953. This investigation verified the birth, education, employment, and loyalty of Mr. Powers and no derogatory information was developed. A review of this investigation and the polygraph examination and the completely favorable national agency checks, it was determined on 19 July 1956 that Mr. Powers met the qualifications for affiliation with the CIA and the basis of the judgment was under the terms of the Executive Order 10450 which are the security requirements for Government employment in sensitive positions. The investigation developed that subject was born as he listed on his personal history statement, 17 August 1929 in Jenkins, Harlan County Kentucky, the son of Oliver Winfield --

JUDGE PRETTYMAN: What does that have to do with Bourdin? Is that the same thing?

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They are all small communities. It is a mining area and each mine had a community

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25X1

25X1

[REDACTED]
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25X1 2/20/62/[REDACTED]/kh/4

GENERAL BULL: Is there a confusion as to the place of birth?

25X1 [REDACTED] No, sir, it was verified as Jenkins, Kentucky.

JUDGE PRETTYMAN: That little book we had on the trial said

"Bourdin".

GENERAL BULL: That was his testimony, wasn't it?

JUDGE PRETTYMAN: Yes. I suppose it's just another name for a wide
place in the road down there.

COL. EDWARDS: It is a little town.

25X1 [REDACTED] Subject's father, it developed during the course of
the investigation, had been a coal miner and served in the Army on two different
occasions.

JUDGE PRETTYMAN: His father?

25X1 [REDACTED] His father had served in the Army on two different
occasions and that his mother was a housewife and had more than average interest
in religion. She is quite religious. She is in the Protestant faith and --

JUDGE PRETTYMAN: Does the record show what range of the Protestant
faith?

25X1 [REDACTED] Methodist. We normally do not delve into the man's
religious affiliations, only in this case it was volunteered.

JUDGE PRETTYMAN: It was interesting to me due to the territory.
Down there sometimes there are some very violent views.

25X1 [REDACTED] His education at Harmon, Virginia was verified;
his education at Grundy high school in Grundy, Virginia; his education at Milligan

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2/20/62, th/5

College, Tennessee where he majored in biology and received his B.A. Degree in June 1950 with the scholastic standing of high average. He participated in sports to the extent of football in highschool and track in college. We verified subject's summer employment while attending college. In the summer months of 1947 and 1948 he was employed as a laborer and welder's helper in the Fairmont Machine Company, Fairmont West Virginia. His employment was satisfactory. His employment as life guard for the Kiwanis Club in Jenkins, Kentucky until he joined the Air Force in 1950 was verified as satisfactory. We verified subject's military service as an enlisted man from October 1950 until November 1951 when he was discharged as a Corporal. On the following day he was an Aviation Cadet, graduating from the Air Force Basic Flying School, Greenville, Mississippi. Upon completion of this training in September 1952 he was awarded pilots wings and commissioned 2nd Lieutenant, Air Force Reserve. Subject's first duty assignment was F-84 Thunderjet pilot, 468th Strategic Fighter Squadron, Turner Air Force Base, Georgia. Subject resigned his Air Force Reserve commission under honorable conditions on 13 May 1956. Subject's Air Force record reflects that he had one TDY trip to Japan from February to May 1954.

His performance reports were reviewed for his tour with the Air Force and they were found to be uniformly good. He was variously described as an officer of good appearance and military bearing. He appears to exercise initiative to display intelligence sufficient to identify him as a satisfactory pilot and officer. This was his rating of August 1953.

He appears to exercise good judgment in the economical manage-

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2/20/62/kh/6

ment of resources under his supervision commensurate with his responsibilities.

He is a typical young officer, somewhat reticent and retiring in personality and though not assertive nor perhaps as aggressive as an officer should be, he is nonetheless receptive toward instructions and most cooperative in undertaking the tasks assigned to him. He tends to draw within himself as a matter of habit and yet when the occasion demands he can be as congenial and as much a member of the organization as the next man. In all his duties and tasks given him so far, he had done a very satisfactory job -- rating March 1954.

A neat, mature, young officer who is rather quiet in his ways. He is well disciplined, courteous, and conducts himself in a gentlemanly manner. He acts quickly, accomplishes his duties and performs his work in a thorough manner. He is a likeable person who makes friends easily. He is a very capable pilot and can be rated slightly above other pilots of a similar experience level. His unassuming manner of conduct and his high moral standards reflect favorably upon the Air Force. This was his rating in June 1954.

An efficient young officer whose quiet personality tends to hide his true qualities. He is above average in professional ability but is reluctant to take full advantage of his knowledge because of his timid nature. He prefers to be led. He is very cooperative and always volunteers his time for squadron details. He is well liked by the squadron personnel. His calm professional manner in handling a recent inflight emergency is typical of his daily performance of duty. His value to the Air Force is constantly increasing -- May 1955.

GENERAL BULL: What was the inflight emergency?

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25X1 2/20/62/ kh/7

25X1 It isn't reflected here.

COL. GEARY: I think in this particular case it was a lost engine which has all the landing characteristics of a rock.

25X1 A neat well mannered young officer. He has an Air Force career utmost in his mind and as a consequence is always striving to broaden his prospective in all phases of Air Force life. A dependable and typically effective officer -- January 1956.

There are no other efficiency reports that were reviewed because of his transfer to the CIA.

Subject was married in April 1955.

GENERAL BULL: He was married a year before he came into the job.

25X1 Yes.

STATOTHR

25X1
25X1 How long was he at Robbins Air Force Base?

COL. GEARY: I think he had probably been there a couple of years.

25X1 From June 1953 to the present, which at that time his personal history statement was dated 9 April 1956.

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[REDACTED]
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25X1

25X1 2/20/62/[REDACTED] Burke/kh/9

25X1 [REDACTED] I think it will come in as part of the report

25X1 from [REDACTED]

25X1 [REDACTED] was then sworn as a witness by Judge
Prettyman

MR. HOUSTON: Will you identify yourself?

25X1 [REDACTED] a Security Officer who works for
Colonel Edwards in the Central Intelligence Agency.

MR. HOUSTON: What has been your relation to the U-2 Project,
specifically in connection with Mr. Powers?

25X1 [REDACTED] On December 1955 I was assigned by my office to this
project and then in April of 1956 I went to [REDACTED] with the various
detachments for training and it was on May 1958 I met Mr. Powers when he
reported for training In August 1956 we deployed to Turkey and I was with him
to February 1957 when I left, but returned to Turkey in the same year, 1957, and
remained there until December 1958, so I knew Mr. Powers between the months of
25X1 May and August at [REDACTED] of 1956 and then until February 1957 in Turkey
and then from November 1957 to December 1958 when I was relieved by [REDACTED]

During my first period of association I was Deputy Security
Officer for the Detachment. When I came back then in late 1957 and 1958 I was
Security Officer for the Detachment.

MR. HOUSTON: Was it a part of your duties to be familiar with the

25X1 [REDACTED]
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25X1 [REDACTED]

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25X1 2/20/62, kh/10

security aspect of the personnel at the Detachment?

25X1 Yes this was one of our functions. We had a group of about25X1 professional Security Officers assigned by the Agency to each detachment, and this group of people performed all the physical security functions associated with the activities, personnel, administration and operational security functions. that were our responsibility. May I add, we were also responsible for personnel cover for all members of the Detachment.

MR. HOUSTON: Will you describe the actions you took, or information you developed in connection with Mr. Powers from the security viewpoint during the whole period you knew him either at Watertown or during the deployment overseas?

25X1 Well in each of these situations we had a very close professional, and in my case at least, a social relationship with Mr. Powers and then with his wife when she joined us in January 1958. There were his initial briefings and security orientation and indoctrination at which I participated in. It was at this time he was explained the functions under the rather unique security restrictions imposed on the people participating in the activity and as each move occurred -- before we deployed to Turkey -- there were briefings about how one should handle himself and local conditions having an effect on the security of the detachment, and before we would stage, as for instance in the fall of 1958 when we went to in which operation Powers participated. On each of these occasions there were briefings done -- specific instructions given about how to explain one's absence to his friends, family and the people working in the surrounding vicinity and this sort of thing.

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[REDACTED]
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25X1

25X1 2/20/62/[REDACTED]/kh/11

JUDGE PRETTYMAN: Give me one fact that I can key this in. This

25X1 [REDACTED] operation --

25X1 [REDACTED] Yes, sir.

JUDGE PRETTYMAN: -- that was in when?

25X1 [REDACTED] The fall of 1958.

JUDGE PRETTYMAN: That was a U-2 operation?

25X1 [REDACTED] Yes, it was.

JUDGE PRETTYMAN: It started from where?

25X1 [REDACTED] From Turkey.

JUDGE PRETTYMAN: -- to [REDACTED] by what route?

25X1

25X1 [REDACTED] The U-2's were flown by

our official pilots directly from Adams to [REDACTED]

25X1

As a matter of fact, no operational missions were performed on that. There was no penetration of primary territory at that time.

JUDGE PRETTYMAN: Powers participated in that operation?

25X1 [REDACTED] He was one of four pilots who accompanied us on that staging operation.

JUDGE PRETTYMAN: And he was fully briefed on that occasion?

25X1 [REDACTED] Yes, sir.

JUDGE PRETTYMAN: -- as though it were --

25X1 [REDACTED] -- an actual mission. As though he were called upon to perform an overflight mission.

MR. HOUSTON: Did he fly the U-2 there, or was he taken up?

25X1 [REDACTED] I don't recall. Some were stand-by and transported and some ferried the U-2.

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[REDACTED]
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25X1

25X1 2/20/62, [REDACTED] kh/12

GENERAL BULL: As I recall he was taken by transport.

25X1 [REDACTED] Could you tell, [REDACTED], what some of the
specific procedures that Mr. Powers was briefed about. What type of security was he
briefed on?

25X1

25X1 [REDACTED] In which situation?

25X1 [REDACTED] In the situation both at [REDACTED] and when he
went overseas.

25X1

25X1 [REDACTED] When we were first exposed to Frank at [REDACTED] he was
immediately familiarized with the local conditions. For instance we had sometimes
four or five different categories of people. The training operation was going on
at that time. Not all knew what the mission of this organization was to be sowe
would sit the individual down who was coming in and explain to him just what
each of these groups knew in terms of his knowledge of the operation. This was
to guide him in his conversations in connection with those people. We would
discuss personal conduct expected from the people participating in this operation,
the fact that probably the key to the entire operation was the assumption of
individual responsibilities to see that the mission is performed securely,
recognizing that if in one single instance a person fails to assume this
responsibility the operation could be compromised and our capabilities sacrificed.
We explained the "need to know" principal -- you don't have to tell people more
than they have to know to do this job. The people that worked with Mr. Powers
realized that he was to be exposed to a situation where he might fall into enemy
hands. He was not given information he did not need. Mr. Powers was cautioned

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[REDACTED] 25X1

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[REDACTED]

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25X1 2/20/62, 61/13

against seeking out this information. Within the organization and within the Detachment itself we compartmented. For instance people in the Security Section did not have to know the specifics of the operational activity as to just how a given mission was to be accomplished and did not have to know the route.

JUDGE PRETTYMAN: Let me see how emphatic you need to be about this "need to know" principal. Is that basic and universal without exception in dealing with this U-2 venture?

25X1 That was our endeavor, yes, sir.

JUDGE PRETTYMAN: It wasn't just a casual thing that came and went?

25X1 No, sir, this permeated all of our relationships with these people in our initial briefings and the following.

JUDGE PRETTYMAN: That was understood by all. Powers and all the personnel understood the policy which was that he was to know what he had to know and no more.

25X1 Yes, sir.

MR. BROSS: Did Powers have access to the production of his overflights? Did he see the photography of operational flights he had taken? Do you know?

25X1 No, sir. As I understand it he saw nothing of any take from the primary missions. I believe he saw some take from missions flown to the Middle East which was not classified.-- film pictures. He saw nothing from the pictures taken of the denied territory in the usual sense of the word.25X1**TOP SECRET**25X1

[REDACTED]
TOP SECRET

25X1

25X1 2/20/62/[REDACTED]kh/14

25X1 MR. HOUSTON: [REDACTED] did you brief Mr. Powers on the use

of pseudonyms or do you know if he had a pseudonym?

25X1 [REDACTED] He had a pseudonym assigned by the Agency.

MR. HOUSTON: The pseudonym we had was [REDACTED]

25X1

25X1 [REDACTED] That was his pseudonym, yes.

MR. HOUSTON: Do you know of any other occasion of when he

used an alias?

25X1 MR. HOUSTON: Do you know of a specific occasion when he used

25X1 [REDACTED]
[REDACTED] He used the name, [REDACTED] in the mess hall when

25X1

he had to identify himself.

MR. HOUSTON: Do you have any personal knowledge as to whether he
used that name in connection with the medical interview?

25X1 [REDACTED] No, sir, I do not. He used the name in [REDACTED] but

25X1

25X1 when he went on leave to [REDACTED] for instance, he used his true name.

MR. HOUSTON: Going back to the time you deployed to Adana, did
you brief him on the cover story for Adana and his obligations in connection
with any activities outside of Adana?

25X1 [REDACTED] Yes, I did. The unit operated in Turkey ostensibly

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[REDACTED]

25X1

[REDACTED]
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25X1

25X1 2/20/62, [REDACTED] /kch/16

25X1 [REDACTED] Yes, from Turkey to Wiesbaden, Germany. They were reminded of their responsibilities in terms of avoiding the occasions where they might find themselves in embarrassing situations, and the standard of personal conduct that they were constantly being reminded of.

GENERAL BULL: What freedom did they have on R&R? Were they free to come and go from the area?

25X1 [REDACTED] They had complete freedom, excluding any denied territories or so-called satellite countries.

GENERAL BULL: Did your group cover them during that period?

25X1 [REDACTED] No, sir, not as such. As a matter of routine we looked at the individual's passport to see where he had been when he returned. In order to travel as a DAC civilian in Europe you had to have written travel orders to countries which you intended to visit so there were checks we could make.

MR. HOUSTON: Would you debrief them when they came back?

25X1 [REDACTED] No, sir.

MR. HOUSTON: Were there any particular instances that were of security interest in connection with Powers at Adana -- that is, that you have personal knowledge of?

25X1 [REDACTED] I know of only one incident in which he was involved, or which I was called upon to give specific advice or support and that concerned a meeting that he and his wife -- Frank and Barbara -- and one of our communications men and his wife had with a [REDACTED] in Adana. It turned out that

[REDACTED]
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[REDACTED]

25X1

[REDACTED]
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25X1

25X1 2/20/62 [REDACTED] kh/18

GENERAL BULL: Shouldn't he have reported to you immediately the

25X1 conversation with [REDACTED]

25X1 [REDACTED] No, sir, I would say not. This was late in that

evening and at this point they were living in Adana. We were living on
the base which was about 16 miles away.

MR. BROSS: He should have reported it but he had not yet had
time to do so.

25X1 [REDACTED] Yes, sir, that is correct.

25X1 [REDACTED] Did he appear disturbed at this news that somebody
had known all along?

25X1 [REDACTED] He did. I certainly had this impression.

GENERAL BULL: I have another question. Both at [REDACTED] and
Adana what freedom did the men in the unit have to go and come after duty hours?

25X1 [REDACTED] At [REDACTED] the only means of egress was via a

[REDACTED]

25X1 When we dropped them off [REDACTED] they were pretty much on their own. They
told us where they were going so we could get in touch with them if necessary.
The same was generally true in Adana but with somewhat tighter controls. If the
man was going to Wiesbaden he gave us an itinerary for the ten-day period during
which he might travel to France or England or Spain. Any travel in the other
direction, down through the Middle East, was controlled in a much more
substantial fashion. Generally this was via Project controlled aircraft.
It would have been for a shorter period of time, probably two or three days or

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25X1

25X1 2/20/62, [] 19

over a weekend and during my tenure at Adana the flights were limited to Beirut, Lebanon.

GENERAL BULL: On arrival in Beirut he was on his own.

25X1 [] Yes, sir.

GENERAL BULL: Were they allowed to travel at all from Adana throughout Turkey or any portion of it?

25X1 [] Yes, sir, they were.

GENERAL BULL: Did he take advantage of that?

25X1 [] Yes I believe he did on occasion. I can recall one

or two hunting trips that he went on with his fellow pilots -- hunting and fishing trips in an area to an area about one hundred miles or so East of us in the mountains. I don't recall any trip that he made with his wife as such. There was a beach area about fifty miles from our location on the Mediterranean called "Castle by the Sea" which was visited frequently by him and his wife. He incidentally did a fair amount of skin diving down there in this area during the period I was there.

GENERAL BULL: In traveling around in other areas would he be covered by your Detachment, or when he leaves the base is he free?

25X1 [] Yes, sir, free to travel as he knew he could within established boundaries and limitations. He knew for instance he could not travel to Syria during certain periods of time and there was never any indication of a departure from the instructions he received.

JUDGE PRETTYMAN: This incident that you related involving the

25X1 [] You say that [] in casual conversation with these four

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25X1

[REDACTED]
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25X1

2/20/62/[REDACTED]th/21

25X1

individual here [REDACTED] and would

have an interest more than the average person.

JUDGE PRETTIGAN: It is the fact of the matter that the Soviets
and everybody else had a general idea of what this outfit was doing down there.

COL. GEARY: The Soviets had a very specific idea.

STATOTHR

GENERAL BULL: You covered Powers pretty well. Can you give us the

25X1

STATOTHR

[REDACTED]

which would be the normal routine. When he got up at two it would naturally
mean that he was going on a flight that day. We thought they would be close
enough to the activity that we had to tell them something which would cause

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25X1 2/20/62, [redacted] sh/22

them to form an identify to it and a sense of support for the security of it, so with that thought in mind we briefed each of the wives that came on the scene along the following lines: that in fact the unit was there under the joint sponsorship of the Air Force and Central Intelligence Agency and that the U-2 was being used to conduct electronic intelligence gathering missions in the periphery of the Soviet Union. We said nothing about photography; we said nothing about penetration flights. This, of course, was what Mrs. Powers was told along with other wives. This seemed to work very satisfactorily. There seemed to be developed an esprit de corps among the people on location. It was a very closely knit group of people. They tended to not associate with the other U.S. Air Force people on the base and stayed pretty much to themselves, which is what we tried to encourage for obvious reasons.

Does that answer your question, sir?

STATOTHR

25X1 [redacted]

STATOTHR

25X1 [redacted]

25X1 [redacted]

[redacted]

25X1

25X1 [redacted]

[redacted]

25X1

[redacted]

25X1

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[redacted]

25X1

[REDACTED]
TOP SECRET

25X1

25X1 2/20/62, [REDACTED]/kh/23

returned a few weeks later. The Commanding Officer, [REDACTED] [phonetic] at the time undertook to investigate the situation and was satisfied that the situation had been settled or handled properly by the people who remained behind.

25X1

JUDGE PRETTYMAN: That incident occurred at Adana?

25X1 [REDACTED] Yes, sir.

JUDGE PRETTYMAN: While you and Powers were on the [REDACTED] mission?

25X1

25X1 [REDACTED] Yes, sir.

MR. HOUSTON: I think probably Mr. Bross will have to leave and shall we break up now. I think there are still more questions you would like to ask [REDACTED] We can return about two o'clock.

. . . . The meeting then adjourned at 11:55

[REDACTED]
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[REDACTED]
25X1

[REDACTED]
TOP SECRET

25X1

25X1 2/20/62, [REDACTED]th/24

AFTERNOON SESSION

. . . . The meeting started at 1440 hours

MR. HOUSTON: I will remind you that you were sworn.

25X1 [REDACTED] Yes, sir.

25X1 MR. HOUSTON: [REDACTED] you have told us about various types of

briefings that you gave Mr. Powers. Did you ever brief him in connection

with his operational mission?

25X1 [REDACTED] No, sir, I did not.

MR. HOUSTON: This is not an area of your responsibility.

25X1 [REDACTED] Only from the standpoint of his responsibilities

in personal security vein in the staging of the operation but not the actual mission itself.

MR. HOUSTON: Do you mean between Adana and [REDACTED]

25X1

25X1 [REDACTED] No, sir, but [REDACTED] yes.

25X1

MR. HOUSTON: You had left by the time he went to [REDACTED]

25X1

25X1 [REDACTED] Yes.

MR. HOUSTON: Did you gain any firm impressions of Mr. Powers

understanding of security and observance of security?

25X1 [REDACTED] Yes, sir. It was my feeling that he was responsive to

the conditioning that we attempted; that he was in fact quite security

conscious. He was certainly very cooperative in all of the dealings that I

25X1

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25X1

[REDACTED]
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25X1

25X1 2/20/62, [REDACTED] kh/25

had with him and other people in my section.

MR. HOUSTON: You think he had a pretty good grasp of what information there was a need to protect as opposed to what was not so important?

25X1 [REDACTED] Yes, I feel certain that he did.

MR. HOUSTON: He had the ability to differentiate?

25X1 [REDACTED] By all means and as well he lived his cover story.

STATOTHR

MR. HOUSTON: I don't think I have any further questions.

25X1 [REDACTED] Perhaps I could elaborate on one point that was raised earlier by the General -- were we aware of any attempts to subvert personnel or dependents? To our knowledge there was none. As a matter of fact we had frequent liaison with local Americans and through cut out mechanism we worked with the Turkish Secret Service and there was nothing along these lines at all.

MR. HOUSTON: Did Powers himself have much contact with Turkish or other nationals, not Americans?

25X1 [REDACTED] I would say not. Certainly not a great deal. He had some in that he was living on the economy in Adana. They had a maid and a cook as I recall and there were Turkish workmen who maintained the home and the did have Turkish neighbors but as I recall in the case of the Powers; they were not particularly friendly with any of the local Turkish people.

GENERAL BULL: Were those contacts checked out as an automatic checkout by you people?

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[REDACTED]

25X1

[REDACTED]
TOP SECRET

25X1

25X1 2/20/62, [REDACTED] kh/26

25X1 [REDACTED] The people who worked for us?

GENERAL BULL: Were they cleared as safe to have in the household?

25X1 [REDACTED] Yes. [REDACTED]

STATOTHR

and were satisfied that we had no reason to be concerned.

25X1

25X1

MR. HOUSTON: Are there any other questions? Thank you very much.

25X1 [REDACTED] was then sworn as a witness by Judge

Prettyman

25X1 MR. HOUSTON: [REDACTED] would you identify yourself?

25X1 [REDACTED] I am a Special Agent.

I work for Colonel Edwards.

MR. HOUSTON: In the Office of Security?

25X1 [REDACTED] Yes, sir.

MR. HOUSTON: Could you tell what your contact was with the U-2

Project and more specifically the Detachment at Adana and Mr. Powers?

25X1 [REDACTED] I was Security Officer for the Detachment from

December of 1958 to December of 1960.

MR. HOUSTON: Were you responsible for the physical security and

25X1

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25X1

[REDACTED]
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25X1

25X1 2/20/62 [REDACTED] h/27

and the security of personnel in the Detachment?

25X1 [REDACTED] Yes, pretty much the same as [REDACTED] described.

25X1

MR. HOUSTON: Did you know Mr. Powers?

25X1 [REDACTED] Personally, yes.

25X1 MR. HOUSTON: You heard [REDACTED] talk about his briefings. Did

you have additional briefings with Mr. Powers on security matters?

25X1 [REDACTED] We, at the direction of the Commander, had periodic
rebriefings. That is, we would every sixty days have a rebriefing or
reorientation.

25X1 [REDACTED] What did these consist of?

25X1 [REDACTED] General security, cover, any particular problems

that the individual might have, security violations and pointing out the necessity
for safeguarding information.

JUDGE PRETTYMAN: This included security briefing during flights
or missions and so on?

25X1 [REDACTED] Prior to a staging we would brief all individuals who
were going on the staging. This would concern --

JUDGE PRETTYMAN: You have to tell me what the staging means.

25X1 [REDACTED]

25X1 [REDACTED]

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25X1 2/20/62, [REDACTED] sh/30

MR. HOUSTON: Are there any question in this area prior to going on to a slightly different one?

JUDGE PRETTYMAN: I was curious about this. According to Powers' testimony that I was reading he went from Adana over to [REDACTED] and then he went through the large part of a fortnight and they called it off and sent the plane back to Adana and brought it back again the next night and he did that three or four times.

25X1

25X1 [REDACTED] I think there were three ferry flights involved.

JUDGE PRETTYMAN: I suppose one preliminary briefing for him before that first preparation, so far as intelligence is concerned, would cover the matter. You wouldn't have to rebrief him every time he suited up and so forth.

25X1 [REDACTED] In certain aspects, yes they would because if the time slips - they have a certain amount of time to get him off and if the time slips this would change the route, but this would be more of a navigation briefing more than anything else. I have a copy of the briefing which we would give to all members of the Detachment. This is signed by Mr. Powers prior to his departure from Adana on 26 April.

MR. HOUSTON: Would you like to put that in there?

25X1 [REDACTED] We have the original. This is a copy.

. . . . Document entitled "Security Instructions" was marked Exhibit 11 and made a part of this record

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TOP SECRET25X1 2/20/62 kh/31

MR. HOUSTON: I would like to ask a question of a slightly different area. Can you give us a description of the precautions taken at Adana and at the pre-strike locations or in the staging areas for the protection of aircraft and the fuel -- the physical security -- to make sure that nothing can be tampered with.

25X1 The drum of fuel which is in 55-gallon drums are inspected prior to being loaded aboard the escort aircraft. There are random samples taken for testing. From that point on it is under guard from the time until it is put into the aircraft.

MR. HOUSTON: As I understand you inspect to see that all of them are sealed and you open certain ones to take --

25X1 --random samples. This is a visual and smell test.

MR. HOUSTON: This is all special fuel made for the U-2. Was there a security control on it right along from the point of manufacture?

25X1 I cannot say from the point of manufacture, but from the point of arrival at our base it was under security guard.

COLONEL GEARY: When the stuff was manufactured it was tested before it was put in the drums and sealed there.

MR. HOUSTON: How was it picked up from the manufacturer?

COLONEL GEARY: This varied. We had two different places where it was procured. It would go into one specific tank car and go to the East or the West Coast then it was put into drums that we had bought previously.

MR. HOUSTON: At a military installation?

COLONEL GEARY: It was put into drums and put aboard a ship and

25X1**TOP SECRET**25X1

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TOP SECRET2/20/62/kh/32

and unloaded in Turkey and brought to the base, but as far as somebody having any stringent control securitywise over the fuel this wasn't done because it was something to test and periodically we took samples and ran them through a lab test because it was a new fuel and we didn't know how soon it would break down and start to contaminate.

If a seal popped off we would discard that drum and not issue it. We would use that drum for a training flight or something like that. Our fuel dump was located as close as we could have it in accordance with Air Force regulations because of explosion or fire. It was under security guard at all times on the base and enroute it was under escort of armed courier from the point where it was picked up until it went into the aircraft. It was under constant guard.

MR. HOUSTON: How about the plane and photo equipment?

The aircraft itself was under guard at all times. While in the hanger there was a guard in the hanger. If the aircraft went out on the flight line to fly a local training flight or any time it left there there was not less than one armed security guard with it at all times from the point of takeoff to the point of touchdown regardless of whether it was a mission or a training flight.

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25X1 2/20/62/[REDACTED]th/33

25X1 [REDACTED] They were under my supervision and they all have a full background investigation.

MR. HOUSTON: Who had access to the plane? The maintenance people; the people who cleaned the area.

25X1 [REDACTED] The cleaning of the area was done by Air Force personnel and no one had access to the aircraft except the contract personnel -- the Lockheed people who were the maintenance people. Anyone in the Detachment had access to the hanger but we had a compartmentation system whereby no one could approach the aircraft unless they had specific reason to do so.

MR. HOUSTON: These people had clearances?

25X1 [REDACTED] All these people had the highest type of clearances.

MR. HOUSTON: How about access to equipment.

25X1 [REDACTED] That was under the same system, sir. No one had access to it other than Detachment personnel -- that is, assigned to Detachment
25X1 [REDACTED] a full clearance.

JUDGE PRETTYMAN: I'd like you to describe that in full detail.
The camera equipment as I understand it from moving pictures is packed in a case or something and locked on the bottom of the ship.

25X1 [REDACTED] Yes.

JUDGE PRETTYMAN: Where is the camera equipment kept?

25X1 [REDACTED] That would be located in an adjoining building approximately twenty feet from the hanger, seventy-five feet from the aircraft - possibly a hundred feet.

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[REDACTED]
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25X1 2/20/62, [] /kh/34

JUDGE PRETTYMAN: You are getting ready to take a ship from

25X1 Adana to []

25X1 [] Yes.

JUDGE PRETTYMAN: The camera equipment is then strapped on?

25X1 [] The ship is loaded before it goes as a general rule.

There could be a variation in this. The support aircraft which would carry
the staging personnel might carry a spare camera.

JUDGE PRETTYMAN: No, but the ship that is going to make the
mission --

25X1 [] Has the camera in it.

JUDGE PRETTYMAN: And that camera is put on in the hanger at
Adana.

25X1 [] Yes, at Adana in Turkey.

JUDGE PRETTYMAN: Then it is flown over to [] with that on it. 25X1

25X1 [] Yes.

JUDGE PRETTYMAN: Did the pilot observe or see it or have anything
to do with putting that camera equipment on the ship?

25X1 [] No, sir, he would not. As a general rule he would not,

no, sir.

MR. HOUSTON: Would he know which configuration of camera was
installed.

25X1 [] Yes he would know that.

MR. HOUSTON: There were different cameras for different missions.

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25X1 []

[REDACTED]
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25X1 2/20/62, [REDACTED] kh/35

JUDGE PRETTYMAN: How would he know that?

25X1 [REDACTED] The pilot who would fly the aircraft from Adana
25X1 to [REDACTED] would not normally be the mission pilot. He would have to know
which modification it is in order to throw his switches at the correct time
and at the correct part of the flight to obtain coverage.

25X1 [REDACTED] Was he briefed as to what cameras were on board?

25X1 [REDACTED] Yes.

25X1 [REDACTED] At Adana?

25X1 [REDACTED] No, not at Adana

MR. HOUSTON: You can get that from the intelligence officer.

We will hear from him and he can tell us specifically.

25X1 [REDACTED] Did Mr. Powers know what camera was on board

his ship before it left Adana?

25X1 [REDACTED] I can only hazard an opinion that he would not.

25X1 [REDACTED] I am trying to get specifically that 1st of May

flight.

25X1 [REDACTED] Perhaps I confused you. As a general rule the mission

pilot probably would not know prior to flying the actual mission.

JUDGE PRETTYMAN: Prior to then, but on the May 1st flight

25X1 Powers had been over in [REDACTED] for four, five or six days.

25X1 [REDACTED] Yes.

JUDGE PRETTYMAN: The ship that he actually flew on this mission
was packed and equipped over at Adana and flown over by a ferry pilot.

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[REDACTED]

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25X1 2/20/62 [] kh/36

25X1 [] Yes, sir.

JUDGE PRETTYMAN: Now than at that point before the flight was

Powers briefed as to what camera equipment was aboard?

25X1 [] He would be at that point.

MR. HOUSTON: I think [] was not there at [] We 25X1

will have testimony by the people who briefed him. In your opinion it would be difficult, if not impossible, for any unfriendly person to have access to the plane or its equipment.

25X1 [] I think it would be extremely unlikely, sir.

JUDGE PRETTYMAN: Let me ask this question before I forget it.

Was this plane marked?

25X1 [] No, sir.

JUDGE PRETTYMAN: No markings?

25X1 [] No, sir.

MR. HOUSTON: Did you make the investigation after the mission

to see if there was any evidence that anyone could have had access?

25X1 [] Yes, sir, at the Commander's instructions we recapped

the entire thing. We have lists of people who were on the mission, we looked at it from all angles and it is summarized in the Commander's report and other than that we can come up with nothing, sir.

MR. HOUSTON: Is it correct to state from the point of view of

the Security Officer, represented by you, there is nothing to indicate failure of the mission involving any security aspect?

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25X1 2/20/62 [] kh/37

25X1 [] We have nothing to indicate that, no, sir.

MR. HOUSTON: To go back to your trip with Mr. Powers, is there anything that comes to mind at all that to your mind was a security incident in connection with Mr. Powers?

25X1 [] No, sir. I would agree with [] in his evaluation of him. I think he was a follower. He never gave us any security problems. As a matter of fact I would say he was probably the most cooperative of his group in a security sense. He followed directions, he took security advice in the spirit it was offered and I can think of no incident that would point to that.

25X1

MR. HOUSTON: I have no further questions.

JUDGE PRETTYMAN: You spoke a moment ago referring to the Commander's report. Is that Colonel Shelton?

25X1 [] Yes, sir.

Colonel Shelton was an extremely able and competent officer I was proud to have served under him.

MR. HOUSTON: Is that all for []

25X1

25X1 [] was reminded that he had been sworn as a witness by Mr. Houston

MR. HOUSTON: Can you inform the Board of the training program for Mr. Powers in this country. What was it composed of?

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TOP SECRET25X1 2/20/62, kh/3825X1 You don't want me to attempt to get into the
flight training aspect do you?

MR. HOUSTON: You might say what type of training was done at

25X1
25X1 I have a statement here by his commander -- the
commander of the detachment which ultimately initially went to Adana. It is
unsigned, however, but it is a registered comment. It is part of a total
dispatch received from the field in which is a statement titled "Evaluation
25X1 of 6 July 1956 and a part of it is a breakdown as to flying
time he had performed at the time of submission of the report. That is all
I have on the record from his commander who was

25X1

MR. HOUSTON: Does it indicate that he had flight training at

25X1
25X1 MR. Yes. It says, among other things: "During the
25X1 ground school phases of training was very receptive to all instruction
and applied himself to an extensive degree; it is believed by the training
personnel that his knowledge of the basic problem should provide a high
degree of reliability in accomplishing his assigned mission."It further says, "At the time of this report has
completed 14 of the 16 required missions." It describes his performance of
missions and sums it up by saying, "It is the consensus of the Operations
25X1 Staff that is an excellent pilot and will prove entirely reliable in
completing the mission assigned."

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2/20/62/[]th/39

JUDGE PRETTYMAN: Does that show the nature of the training or would you know the nature of the training that he received -- those training missions and what not.

MR. [] Yes I think so.

JUDGE PRETTYMAN: I want to ask a specific question. Did that include parachute jumping?

[] To my knowledge it did not.

JUDGE PRETTYMAN: He said in his debriefing we are reading now that he never - I believe his expression was that he had never been in a parachute before.

[] I would interpret that to mean he had never jumped.

JUDGE PRETTYMAN: I would just like to find out whether part of his training was --

COLONEL GEARY: As part of his training there was no parachute jumping involved in any of his training because in order to do this you would lose an airplane.

JUDGE PRETTYMAN: If you used one of those planes it is true but what I want to make sure is you get down to the time where he got out of the plane. His testimony was that that was the first time he had ever had on a parachute.

COLONEL GEARY: No he didn't mean that. He meant that it was the first time he had to resort to using a parachute.

JUDGE PRETTYMAN: His training had not included jump training?

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25X1 2/20/62 kh/40

COLONEL GEARY: No, he hadn't any jump training. This is something you do right the first time or it doesn't make any difference.

GENERAL BULL: And he didn't have to jump in connection with that inflight emergency?

COLONEL GEARY: Apparently not.

JUDGE PRETTYMAN: I am inclined to think, when we get down to it, when he started getting out of his plane and what he did under the emergency which he found himself faced with, it's a question of how much training he had in that sort of circumstances.

COLONEL GEARY: That is difficult to say. He would have been unable to use any training he may have had because he was upside down on his back at 70,000 feet.

JUDGE PRETTYMAN: It struck me that statement that he said it was the first time he had ever been in a chute. I want to make sure that in his training how to get out of a plane with a chute was not part of his training.

25X1 To the best of my knowledge it is true and this report does not reflect it. This breaks down flying time by type of aircraft, number of landings, instrument time, celestial navigation flights, photo flights; large scale and tri-met and route photo training. These are something used to grade their performance. I have copies of this.

MR. HOUSTON: Would you like to have that put in this?

JUDGE PRETTYMAN: I suppose we might as well.

TOP SECRET

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TOP SECRET25X1 2/20/62 kh/41

MR. HOUSTON: Let's mark that Exhibit 12.

. . . . Document entitled "Evaluation of 6

25X1

July 1956" was marked as Exhibit 12 and made a part of this record

25X1 MR. HOUSTON: what other training of any nature
did Powers have in this country?

25X1 He had a training course at
the Agency training site in evasion, escape and survival. I have here a
curriculum of the courses he received, or the instructions he received.
This is undated and unsigned. I found it in a file which I went through.
I think probably this was dug out at somebody's request after the May 1st
incident. I have a memorandum for the record which I had written indicating
he in fact did go down to the training site, although I didn't accompany him.
25X1 happened to go with him and three other drivers, I believe, and
25X1 acted as case officer and consequently there was not the usual
memorandum for the record written covering the training. Also for the record
I could say that what purports to be a curriculum he received down there is
similar to, if not exactly the same as that received by previous pilots who
had gone down for the same purpose, so I have no reason to think this is
not correct.

25X1

MR. HOUSTON: There is a curricular established for this particular
training?

25X1 Yes.

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25X1

2/20/52 [] kh/42

MR. HOUSTON: Did he go down with others?

[] Yes he did. He went down with []

and three other of the pilots, all of whom subsequently came into the program, one of whom is still in the program.

MR. HOUSTON: What was the curriculum?

[] Well, sketchily here, six hours of survival

training. This was to be done with other pilots. This is how to exist off

of discussion; question and answer period. I think in addition to that there were various films shown. They may be included in this nine hours of area briefing. Also at the time the individuals were at the training site they were shown what their survival kit would consist of -- certain basic items which is generally expected to be a part of the survival kit and they were asked for any special preferences they had as to type of weapon or any peculiarity they wanted in there -- additional fishing line, two compasses instead of one, so that was also a part of it.

JUDGE PRETTYMAN: What about the poison needle. Is that part of standard equipment?

[] It was never displayed to them in my presence.

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TOP SECRET25X1 2/20/62/kh/43

I have never seen it. When you say, "Was it part of the standard equipment?" --

JUDGE PRETTYMAN: The phrase was used "Standard Survival Equipment." That is all the moving picture said. I wondered what that standard survival equipment was.

25X1 As I am personally familiar with it the survival equipment did not include the needle. As I said it included such things as a small collapsable shovel, a hatchet, a hunting knife, fishing line, hooks, sewing kit.

JUDGE PRETTYMAN: I guess no part of that training program would involve instructions as to what he is supposed to do if he is captured and tortured.

25X1 No, sir. There are no instructions on resistance to interrogation at all. I feel quite sure his particular training was the same type of training offered other people. It didn't vary very much from what I have read here.

MR. HOUSTON: We can, if the Board desires, get one training officer who can testify as to exactly what was given.

25X1 I might say here for the record he subsequently had some survival training in Turkey. This can be documented by other things. It might be commented on by and the individual who conducted that is also available. He is here in headquarters -- the man who went to Turkey. I have copies of this if you would like.

JUDGE PRETTYMAN: I think you might as well put it in the record.

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2/20/52 [] kh/44

. . . . Document entitled "Agency E&E Training
for Mr. Francis G. Powers" was marked Exhibit 13 and made a part of this
record

MR. HOUSTON: When was that training?

25X1

[] 11 to 15 June 1956. I think this came during
the time he was still undergoing training out at [] It must have.
He really didn't get out of the service until mid-May. It was probably
interrupted after the ground phase before flying. We were having difficulty
getting a detachment of pilots at a certain time.

25X1

MR. HOUSTON: When did he actually move to Turkey?

25X1

[] I was afraid you were going to ask me that.
I really don't know. I can certainly find that out.

MR. HOUSTON: There was no further Agency training.

25X1

[] I think in August.

COLONEL GEARY: I think it was early September.

25X1

[] I visited the Detachment in September and they
had been there three or four weeks but there was no other training that I am
aware of along this line before he left.

Now if I could take the liberty - Mike indicated some of
these documents which had been entered in the record showed the signature of
[] which [] when he first came into the

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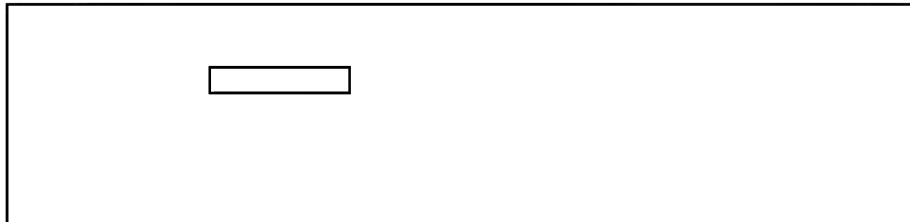
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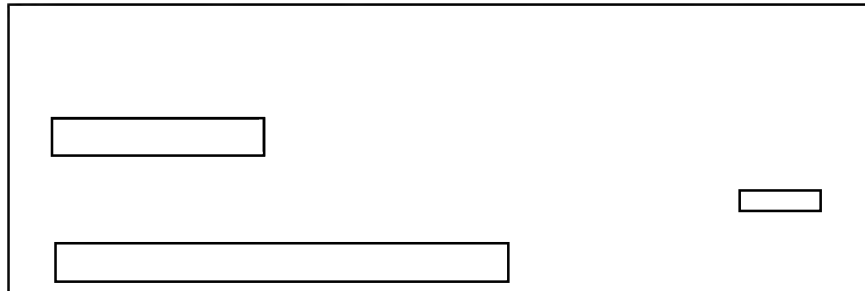
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25X1 2/20/62, [REDACTED] kh/h5

25X1 program [REDACTED]



JUDGE PRETTYMAN: The one yesterday we did not put in the record but Mr. Houston read a description of it.



25X1

JUDGE PRETTYMAN: Let the record show Mr. Houston has read from an original document which was handed him by [REDACTED] which bears pen and ink signature Francis G. Powers, [REDACTED] signature twice.

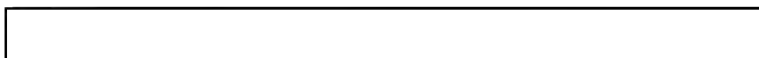
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MR. HOUSTON: I have no further questions.

25X1 [REDACTED] I have one other document which may be pertinent. It is a statement solicited from and furnished by his initial flight surgeon at Adana. I don't know whether you want to enter this or not. This again was subsequent to May.

MR. HOUSTON: What is the nature of it?



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25X1 2/20/62 [REDACTED] kh/46

25X1 [REDACTED] It indicates [REDACTED] was employed

25X1

as flight surgeon of Francis G. Powers during the period July 1956 until
January 1959. It is a personal opinion of Mr. Powers from a medical, I think,
and psychological point of view. It points out the fact that from time to time

25X1 [REDACTED] had roomed with Mr. Powers and so forth.

MR. HOUSTON: When was that made?

25X1 [REDACTED] 25 May 1960.

MR. HOUSTON: Would you like to have that read into the record?

Would you read it into the record?

25X1 [REDACTED] It is untitled, dated 20 May 1960. "I hereby

certify that I was employed as a flight surgeon of Francis G. Powers during
the period from July 1956 until January 1959. During this period of time
I not infrequently shared a room with Mr. Powers and participated in social
flying and mission duties with him. In my opinion Mr. Powers was an outstanding
pilot for his calmness under pressure, his precision and his methodical approach
to problems. I have flown considerably in jets with Mr. Powers. I would
consider him temperate, devoted, perhaps more than usually patriotic, and a
man given to thinking before speaking or acting. During the first part of

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25X1 2/20/62/[]/kh/47

persisted throughout our entire association. In my opinion Mr. Powers would be extremely unlikely to defect or panic under any but the most extreme circumstances."

Somebody has inked out "under any but the most extreme circumstances," and I don't know whether [] did that or somebody subsequently. This is signed by []

25X1

25X1

Incidentally this was forwarded to the Director of Central Intelligence in a memorandum from Mr. James A. Cunningham on 26 May 1960.

MR. HOUSTON: Are there any further questions?

. . . . Colonel Shelton was then sworn as a witness by Judge Prettyman

MR. HOUSTON: Would you identify yourself for the record?

COL. SHELTON: Colonel William M. Shelton, Colonel, USAF, 7303A.

MR. HOUSTON: I think it would be helpful if you would give us a little of your own background in the service and flight experience and command experience.

COL. SHELTON: Well I have been primarily a fighter pilot. That is my induction into the service.

MR. HOUSTON: When was that, sir?

COL. SHELTON: In 1941. I flew fighters in World War II. The highest rank I received was Major and I was Squadron Commander of a fighter unit.

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2/20/62/SHELTON/kh/h8

During the Korean War I flew jets there in 1951 with a fighter group and commanded the group prior to coming home in 1951. I have been in staff positions as operations and training and Air Defense Division under the manual system for approximately three and a half years. I had approximately two years of intelligence training and staff work at SAC Headquarters primarily in air defense work there. prior to going [REDACTED] Commander.

STATOTHR

MR. HOUSTON: You have had considerable jet experience personally.

COL. SHELTON: Yes. Right now I have approximately 2,000 hours of jet time.

MR. HOUSTON: At the time you came [REDACTED] had considerable experience.

STATOTHR

COL. SHELTON: Yes, sir.

MR. HOUSTON: When did you take over as Detachment Commander?

COL. SHELTON: August 1st, 1959.

MR. HOUSTON: This is Commander of Detachment 10-10 at Adana.

COL. SHELTON: Yes, sir.

MR. HOUSTON: Mr. Powers was then with the Detachment.

COL. SHELTON: That is correct.

MR. HOUSTON: So he was directly under your command at that time.

COL. SHELTON: Yes.

MR. HOUSTON: Did you personally look into his professional efficiency as a pilot in connection with the type of mission [REDACTED] engaged in?

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2/20/62/Shelton/kh/49

COL. SHELTON: Yes. I had a personal policy that I made it a point to fly with all of my pilots and especially the U-2 pilots. We had two T-33's -- jet trainer planes -- which is a two seat trainer. These U-2 pilots I flew with regularly. I would alternate with them in the front seat at one time and with them in the rear seat at another time for the simple reason, as you stated, to see what their proficiency was, in order for me to increase their training or decrease their training or leave it on the standard that we had at that particular time.

MR. HOUSTON: Did you form an opinion of Mr. Powers' proficiency?

COL. SHELTON: Yes I did.

MR. HOUSTON: Could you tell the Board?

COL. SHELTON: I felt that Mr. Powers was above average in instrument flying; that his flying judgment was above average also; that under unique circumstances I felt that he was unusually cool. As an example, on one particular day we were up and flying instruments and this was under actual weather conditions. We ran into a thunderstorm. These thunderstorms have updrafts and downdrafts and are very rough. This one particular one contained hail and you could see it coming down on the windshield. There was no evidence of panic or anything of that sort at all with Powers. He took the normal procedure that had been taught him and through his best judgment he piloted the aircraft into a safer position in order to try to get out of the hail storm.

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2/20/62/Shelton/kh/50

MR. HOUSTON: Was it necessary for him to have any additional training under your command?

COL. SHELTON: No, I felt the training that he was obtaining was sufficient.

MR. HOUSTON: Flight training in the T-33's and the U-2?

COL. SHELTON: Yes. The U-2 pilots flew more than non-U-2 pilots. I saw to that because by flying the U-2 and the T-33 of course they would fly more.

MR. HOUSTON: Do you have any personal knowledge of his training or retraining in cockpit procedures in connection with an emergency which might involve the use of parachute?

COL. SHELTON: With the use of a parachute in case of emergency? Well, we had periodic meetings where questions were discussed and specific procedures were discussed. This was with all pilots except as we finished the T-33 portion of the meeting the U-2 pilots then remained and we went through the U-2 portion of this. This was a minimum of once a week. You could call it sort of a flying safety meeting -- something of that type.

MR. HOUSTON: From these sessions you would be satisfied that Mr. Powers knew the procedure for using the ejector?

COL. SHELTON: Absolutely. There is no question in my mind that every pilot that was flying either the T-33 or the U-2 was more than adequately briefed and was more than adequately well aware of the correct emergency procedures in bailing out or the use of the parachute in these aircraft.

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